

Hobart



Sesquicentennial
Fanfare For 150 Years
1847-1997

HOBART LOOKS BACK: 1847-1997

HOBART CENTENNIAL
JULY 3-4-5-6, 1947



BATHING BEAUTIES--These "bathing beauties" were part of the Hobart Centennial Celebration back in July 1947. Here, two unidentified women prepare to toss a third, dressed in swimming garb of another era, into Deep River just below the Lake George dam. (Photo courtesy of the Hobart Historical Society.)

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Mark Scharbach is serving as this year's Hobart Fourth of July parade grand marshal.

High School marching band by Bank One; Portage High School marching band by Bright Spot Restaurant; Hobart Shrine club by Miller's Merry Manor; and Winamac Old Auto Club by Sebo's Nursing and Rehabilitation Center. They will be joined by many other parade entries.

Along with other popular holiday contests, Tom Sawyer fence painting has been added for another glance at yesteryear, said Virginia Rettig, Hobart Chamber of Commerce executive director and parade coordinator.

Another repeat this year are the 5,000 free souvenir books distributed by the chamber. These books contain a schedule of holiday activities, along with Hobart historical information and photos. These books are available from the chamber and local businesses.

The day's events will climax at the Revelli Bandshell with a concert by The Good Times Band and an awards ceremony, with a fireworks display at dusk.

Moving into August, the chamber and the Hobart Park Dept. have planned a nostalgic weekend for Aug. 2-3. The Ninth Regiment, Infantry Indiana Volunteers will muster overnight at Lakefront Festival Park. Food, beverages, and bandshell entertainment will be included with the Civil War living history. There will be free admission to the Civil War demonstrations.

Company E of the Ninth Regiment consists of families from the Calumet area. They recreate dress, arms, and equipment from the Civil War era of 1861-65.

Parade information, along with "sesqui" sweets, shirts, caps, and mementos are available from the chamber. Call 942-5774 for more information.

--Provided by the Hobart Chamber of Commerce

Hobart: a 'sesqui' 4th of July

George Earle, the founder of Hobart, would likely take pride in Hobart's progress since 1847. Residential and commercial growth and lakefront development are at an all-time high, and the sesquicentennial celebration promises something for everyone. Festivities started in late June and continue through the rest of the year.

The holiday parade step-off is scheduled for July 4 at 10 a.m., with Mark Scharbach as grand marshal.

Due to bridge construction on Third Street, the parade route will change. Starting from Pennsylvania Street and Old Ridge Road, the parade will proceed to Main Street and finish at 10th Street.

The Hobart Lions Club will coordinate parade line-up, with security provided by Hobart police and civil defense.

Parade entries will pass for review at city hall for these judges: Spero Batistatos of the Lake County Visitors Convention Bureau; Mike Zimmer, U.S. Cable of Northern Indiana; and Bill Sampson, Mercantile National Bank. Pamela's Floral & Gifts will provide decorations for the reviewing stand. Also there will be parade announcers Jim Burns and Marlene Laguna.

Parade spectators will be able to view a Lake County Sheriff Dept. helicopter flyover at 10 a.m. Thirty minutes later, Black Snakes of the Indiana Air National Guard 122nd Fighter Wing will also fly over the parade route.

This year's parade theme is "Fanfare for 150 years."

Included in the parade are special sponsored entries: the Hobart High School marching band by WiseWay; River Forest

Did you know?

The Rev. Timothy H. Ball, one of Lake County's pioneer settlers, took Hobart to task for playing baseball on Sunday in his history of Northwest Indiana, published in 1900.

He wrote: "While Hobart is a pleasant and prosperous town...it is not noted for any careful observance of the Sabbath. A fair illustration is the notice of a game of baseball to be played at Hobart on Sunday, May 20, 1900...Ladies admitted free.

"It is to be hoped that the ladies, the real ladies of Hobart did not feel complimented by this advertisement...We make our own history. Hobart is not the only one of our towns whose historic record, on the observance of Sunday, in regard to both business and amusement, is not highly creditable; but some of these towns are particular to hold their ball games to which they also invite the young ladies, on Saturdays and not on Sundays."

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The comic strip "Brenda Starr," penned by Hobartite Dale (Dalia) Messick, premiered June 30, 1940. She continued the strip about the adventurous red-headed reporter until her retirement in 1980. Today the 90-year-old Messick resides in California.

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HOBART LOOKS BACK: 1847-1997**Namesake for city remained in England**

George Earle, Hobart's founding father, named Hobart for his brother Frederick Hobart Earle. When George platted his new town and named it Hobart, Frederick was still in his 20s.

The Early family lived in Falmouth, England, in the Duchy of Cornwall, which was a commercial center and port on the English Channel in the 19th century. Today it is a popular seaside resort.

George, born in 1807, was the fourth, and Frederick, born in 1820, was the 10th of 13 children of Joseph and Ann Earle. George became an architect and builder in Falmouth and London and emigrated to the United States in 1835. George settled first in Philadelphia but moved to Lake County, Indiana, when he acquired land there.

Although others in the Earle family left Falmouth, as George had, Frederick remained there, according to surviving correspondence held by the Hobart Historical Society. In 1842 Frederick married, and he and his wife Charlotte had two children: Lillian, known as Lily, and Frederick Louis.

Frederick was editor and publisher of the Falmouth and Penryn Weekly Times newspaper and quay master of the busy Falmouth port. In 1869, George Earle had established Earle's Retreat, a home for the aged poor in Falmouth. Although George took a great interest in the Retreat and supervised planning and construction, he appointed Frederick as governor for life.

Business problems marked Frederick's later years. In 1887 both the Falmouth and Penryn Weekly Times and the port of Falmouth fell on hard times. A competitor forced the newspaper out of business, and the position of quay master was eliminated "due to an almost total stoppage of traffic through the failure of shipping." Frederick, at the age of 67, was facing the loss of a considerable part of his income.

Charlotte Earle died in 1893. Frederick Hobart Earle died in 1894; his funeral service was held in the chapel at Earle's Retreat. His son, Frederick Louis, succeeded him as governor of the Retreat, and upon his death, responsibility for the Retreat passed to the town of Falmouth. The retreat celebrated its 100th anniversary in 1969 and continues to provide housing for the aged today.

--Hobart Historical Society



EARLY CHURNS--These two churning barrels may be found in the Hobart Historical Society Museum. The wooden churn, commonly used on a farm, did not require the stir so often associated with churning; this device rocked back and forth. The smaller glass churn was a common item found in most homes.

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Hobart became a city in 1921.

How 1847 was selected as Hobart's founding date

Ever wonder how 1847 was chosen as Hobart's founding date?

It was William Earle, grandson of Hobart's founder, George Earle, who chose that year.

In 1946, as the Hobart City Council discussed plans for a Hobart Centennial, William Earle, who was then the city engineer, recommended that 1847 be chosen since that was the year the post office was established and the town became nationally recognized.

George Earle, who had been postmaster at Liverpool (the first community he founded in this area), moved the post office to Hobart on May 26, 1847, and we assume the name Hobart was adopted at this time.

Hobart history can be traced even further back in time. Even before the land in this area was obtained by treaty from the Indians, settlers were arriving in the 1830s. They were called squatters because they were squatting without legal title on Indian lands. The Mundell and Sigler families in the western section of Hobart were among the first legal settlers in 1837.

By the early 1840s, there was a small settlement in the future Hobart. The first school house, located on the present site of the Masonic Temple on Center Street, opened in 1845, which makes the school system older than the city.

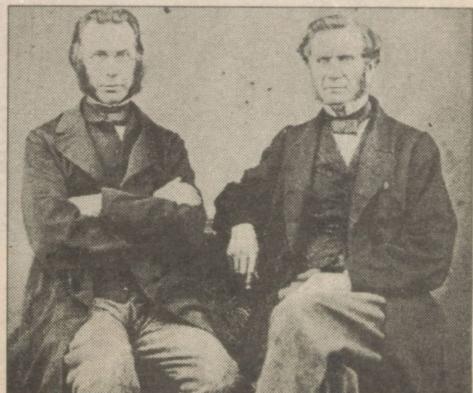
George Earle dammed Deep River and built a saw mill in 1846, and Mariam Pleak's short history of Hobart records that Daniel Taylor built a store here in 1846 or 1847.

Hobart could also consider itself younger than 150 if we chose to celebrate

other milestones in our history. George Earle actually laid out the original town of Hobart in 1848 and registered the plat in the Lake County plat book on May 3, 1849. It was not until 1889 that Hobart incorporated as a town, and it was 1921 when Hobart became a city.

Communities are not like human beings, who have a clearly defined birthday. Hobart can choose its birthday, and in 1946 the city council did just that.

--Hobart Historical Society



THE BROTHERS EARLE--Two members of the Earle family who did something for Hobart: George Earle (right) founded the community, while Frederick Hobart Earle provided it with a name.

1847 Celebrating our Sesquicentennial 1997

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HOBART LOOKS BACK: 1847-1997

Memory of old mill lingers on



MODEL OF THE MILL--This model of Hobart's grist mill may be found in the Hobart Historical Society Museum. The mill, located near the site of the NBD Bank, was built in 1847 and destroyed by fire in 1953.

Although it has been gone for almost half a century, the old Hobart mill endures as a symbol of Hobart. It appears on the city flag and seal. Depicted in "Early Hobart," the WPA mural in the Hobart post office, it was the official symbol of Hobart's Centennial in 1947 and is part of Hobart's sesquicentennial logo.

The mill was a favorite subject for artists and photographers. Its image has appeared on many commemorative items, from plates and tiles to three-dimensional models, including an old mill model savings bank once issued by Hobart Federal Savings and Loan.

It has long been part of local lore that the mill also inspired the old song "Down By the Old Mill Stream," based on the fact that the song's composer, Tell Taylor, spent part of his youth in Hobart.

George Earle's development of Hobart began with the construction of the grist mill, which opened in 1847. In order to provide water power, he built an earthen dam across Deep River just above the mill, thus creating the pond we know as Lake George.

Earle sold the mill in 1854 to William Watkins, who owned it only a short time. Other early owners included John Braun (or Brown), William Henderson, William Ballantyne, and Dorman Smith and his son, Sela Smith.

By the early 1890s, Jarvis and Owen Roper had joined the Smiths to form the partnership of Smith and Roper. In addition to

milling the partners dealt in grain, feed, and coal. Around 1909 Sela Smith was succeeded by Milton and Frank Brown, and the Roper and Brown partnership lasted for over 35 years.

Although the importance of milling flour declined in the 20th century as commercial flour became available, in 1946 the mill was still producing buckwheat and whole wheat flour and a "highly-favored old-fashioned corn meal." In the early '20s, the mill converted to electricity and abandoned water power entirely.

The city of Hobart bought the dam and water rights in order to repair the dam and maintain the water level in the lake. This was an important first step in the continuing process of beautifying Lake George.

In 1947 the Lake County

Farm Bureau took over the mill. Ralph Kaufman of Leroy purchased it in 1952, doing business as Hobart Coal and Feed and using the old mill only as a storehouse for feed.

On Sunday evening, Feb. 15, 1953, a spectacular fire consumed the century-old landmark. Six area fire departments fought the blaze, which was fanned by high winds that showered sparks all over the city and the hundreds of spectators who gathered to watch the end of the mill.

Although firefighters managed to save the other buildings in the mill complex and prevent the fire from spreading to three neighboring houses and two nearby gasoline stations, the mill was gone. Only its memory lingers on.

--By Elin Christianson,
Hobart Historical Society



THE OLD MILL HOBART, INDIANA
George Earle's mill, as seen from the Old Ridge Road bridge. NBD Bank now stands on the Main and Front Street corner of the mill property. (Photo courtesy Hobart Historical Society)

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HOBART LOOKS BACK: 1847-1997

His Hobart memories include a soapbox crash

Growing up in Hobart in the 1940's and early 50's was wonderful. Hobart back then was a place of freedom and excitement. There were none of the restrictions which exist today to "protect" public property.

The Brickie Bowl was a part of our neighborhood and we utilized it frequently to play football, even though there were seldom more than four or five of us playing.

We had been asked not to play in the center of the field where wear and tear on the grass necessitated constant reseeding and care. We obliged and usually played across the western end zone.

The east end zone - later used for all sorts of activities such as shot putting, high jumping and pole vaulting - was our baseball field. And we also had easy access to Duck Creek, which bordered the field on the south

and east sides.

But one of our favorite uses for the Brickie Bowl was where New Street ended at the edge of the Bowl, and the road dipped steeply down and around the small storage shed at the bottom, exiting at the eastern end of the field.

This small hill was excellent for sledding and we used it at every opportunity.

On one memorable summer occasion, however, we tried something different. One of my friends, Johnny, built a soapbox racer. He added slats and boards over the front to give the vehicle a more contemporary appearance.

When completed, he had added a steering wheel, engine compartment, and a seat complete with backrest. But, having finished, he was overcome with fear that the wonderful machine might not perform to his expectations. Another friend, Bruce, volunteered to test drive the experimental vehicle on its

maiden voyage, down the suddenly gigantic hill that entered Brickie Bowl. The fourth member of our group, Bill, and myself chose to be bystanders in this experiment.

Bruce climbed bravely into the driver's seat and with a gallant smile urged us to push him off.

Everything performed beautifully. The racer picked up speed quickly, sweeping majestically down the steep incline. But then Bruce discovered a shortcoming in the engineering. The steering mechanism didn't work, nor were there any brakes.

The racer sailed straight into the side of the freshly painted storage building and proceeded to shed its orange crate slats in an impressive display of splintering wood.

Much to Johnny's chagrin, Bill and I fell down laughing as Bruce waved to let us know he was unhurt. But Bruce's adventure was far from over. Before he could struggle free

of the demolished racer, a large, mean, high school football player who had been painting the opposite side of the building appeared, ready to cause further damage to anyone foolish enough to mess up his paint job.

Bruce looked up from the pile of broken wood at the imposing lineman and observed with painfully controlled casualness, "Nice paint job."

The lineman, pleased that at least someone appreciated his work, thanked Bruce and walked back around the building. Bill and I continued thrashing around on the ground. We always enjoyed a good laugh.

Johnny decided that we were having far too much fun, and with our help gathered up the remains of his racer, towed it home and proceeded to burn it in a trash barrel. After attempting to apologize, Bill and I resumed laughing.

--By Steve Rice



HOOPS FROM ANOTHER ERA -- This is Brickie basketball action from the 1946-47 season. (From the HHS Memories yearbook)

Hobart's holiday happenings

JUNE 27-JULY 5

• 6 p.m.-midnight--Hobart Jaycees beer garden and entertainment, North Ridge Center parking area.

JUNE 30-JULY 6

• Mayor's softball tournament, held at Hillman Park.

JULY 1-5

• Floral display, sponsored by the Hobart Garden Club, held at the Hobart branch library.

WEDNESDAY, JULY 2

• 8-10 a.m.--Fishing derby, sponsored by Hobart Park Dept., held at Lakefront Festival Park.

• 9-11:30 a.m.--Health fair, sponsored by St. Mary Medical Center, held at the Community Center.

THURSDAY, JULY 3

• 5 p.m.--Doll contest, sponsored by VFW Auxiliary Unit 5365, held at Lakefront Festival Park.

• 6 p.m.--Spelling bee, sponsored by School City of Hobart, held at Lakefront Festival Park.

• 7 p.m.--Revelli Bandshell concert and cake walk, music by Rusty Pipes Community Band.

FRIDAY, JULY 4

• 7:30 a.m.--Brickyard Run, sponsored by American Red Cross, starts and finishes at Trinity Lutheran Church grounds.

• 10 a.m.-4th of July parade, sponsored by Hobart Chamber of Commerce, route goes from Pennsylvania to Lincoln and 10th streets.

• 10 a.m. to 3 p.m.--Hobart Historical Society Museum is open at 704 E. 4th St.

• 7 p.m.--Concert and parade awards ceremony at the Revelli Bandshell, music by Good Times Band.

• Dusk--Fireworks display, sponsored by city of Hobart, in Lakefront Festival Park.

SATURDAY, JULY 5

• 10 a.m. to 3 p.m.--Hobart Historical Society Museum, 704 E. 4th St.

• 1 p.m.--Watermelon eating contest, sponsored by Hobart VFW Post and Auxiliary 5365, held at Lakefront Festival Park.

• 2 p.m.--Seed spitting contest, sponsored by VFW and Auxiliary, held at Lakefront Festival Park.

• 2:30 p.m.--Tom Sawyer fence painting, sponsored by CIC, Hobart Arts League, and Hobart Garden Club, held at the east end of the soccer/rugby field across from Festival Park.

SUNDAY, JULY 6

• 9 a.m. to 5 p.m.--Save Our Station craft festival, held at Made In USA Craft Mall, 1001 Lillian St. (Pennsy Depot).

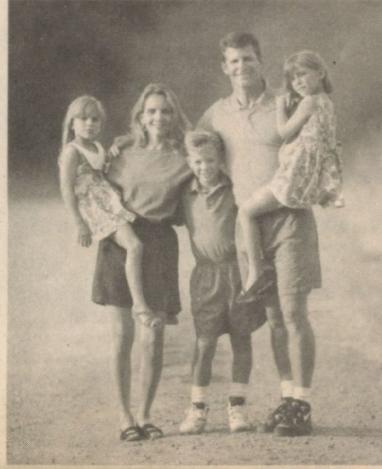
• 1-3 p.m.--Old-timers open house at Hobart Historical Society Museum, 704 E. 4th St.

• 4-6 p.m.--Steak fry, sponsored by Hobart American Legion Post 54, held at the post home, 208 S. Linda St.

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HOBART LOOKS BACK: 1847-1997

Did you know...? Tiny bits of Hobart history

Think you know Hobart? Well, think again. Here are some interesting and little-known facts about Hobart, as provided by Elin Christianson of the Hobart Historical Society.

Hobart's Lake George is a man-made lake. It was formed in 1846 when George Earle dammed Deep River to form a mill pond to furnish water power for the grist and saw mills he was building.

The first mill, which operated for many years, eventually converted to electrical power, and water was no longer needed. But the city of Hobart still wanted the mill pond--Lake George--so it bought the dam and water rights to ensure that a proper water level could be kept in Lake George.

Henderson's second and larger factory was built in 1922 on Main Street on the site of the current city hall. Henderson's ice cream was sold to Dairy Rich in 1957. Both of the Henderson buildings were torn down in the 1960s for the present city hall.

The display of American flags that decorates Hobart's downtown area is an old tradition. It began in 1924 when the American Legion post, formed by returning WWI veterans, purchased 60 American flags and instituted the flag display on Main Street.

Did you know that Hobart was first known as Earle's Mills? When George Earle came to Lake County in 1836, he first attempted to establish a settlement at Liverpool. When Liverpool failed to prosper, he began to plan a second town southeast on

Deep River and constructed a dam, saw mill, and grist mill. Letters sent to Earle before the Hobart post office opened bear the address "Earle's Mills, Indiana."

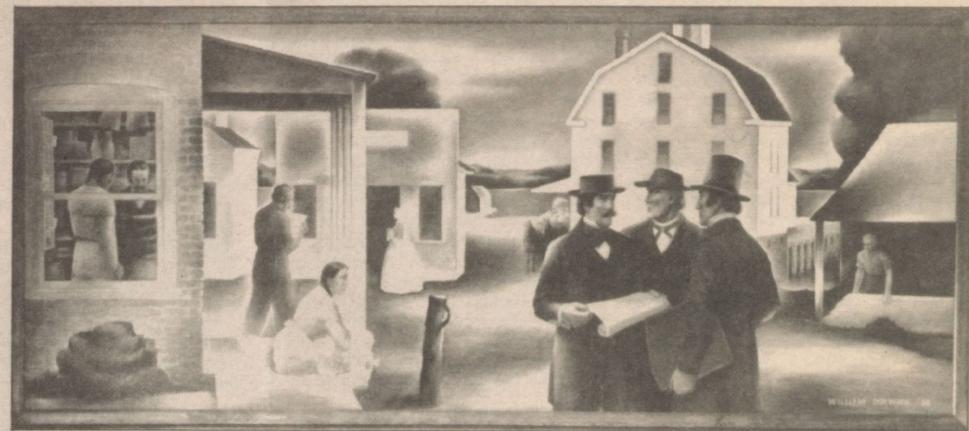
Sherman Henderson, Hobart's first mayor, was in the ice cream business. Henderson's ice cream was local favorite for many years. Henderson built his first ice cream factory at the corner of Fourth Street and Alley No. 1. The two-story concrete block building was sold to the city in 1926 and became Hobart's first city hall. Prior to that time, the city rented second-floor space on Main Street.

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Three related families, the Siglers, the Mundells, and the Hursts, were among the first settlers in the area that would become Hobart. They left Virginia by covered wagon in 1834, lived in Elkhart for three years, and finally settled in Hobart in 1837.

Samuel and Ann Sigler, parents of Melvina Mundell and Elmira Hurst, settled at Liverpool Road and the old Sac Trail, now Old Ridge Road. William and Elmira Hurst settled a mile south of the Siglers. Joseph and Melvina Mundell settled on



NEW DEAL ART IN HOBART--The downtown Hobart post office is the home for a piece of artwork dating back to the federal "alphabet soup" agencies from FDR's New Deal era. In 1933 the Public Works of Art Project was created, thereby creating jobs for would-be artists in the decoration of public buildings and parks. In 1938 William A. Dolwick was commissioned to do a mural for the Hobart post office. He came up with what was entitled "Early Hobart." The work was later restored by Vic Sable. Dolwick also did a mural in 1939 for Gas City, Ind.

Ridge Road near Wisconsin Street.

The WiseWay store now stands on the original site of the Mundell family farm. In 1926 another portion of the Mundell farm became the site for Mundell School.

The network of modern highways and roads crossing Lake County is indeed impressive when one considers that it was not too long ago, as late as the turn of the 19th century, when Lake County residents were struggling along roads that one historian described as deep sand and deep mud.

In 1896 an 11-mile stretch of gravel road was built through Hobart Township, through Hobart and Lake Station to Lake Michigan. This was the county's first gravel road. It led to the establishment of the first rural delivery mail route in the county and to experiments with the first horse-drawn school buses along the Hobart Township road.

In the late 1850s and early 1860s the site of the present Third Street bridge was a ford, known as the Sac Indian ford, and Third Street was known as Sac Indian Trail.

Liverpool Road is an old

Indian trail. It led from Cedar Lake and the Kankakee River to Lake Michigan and Detroit.

Old Ridge Road comes by its name honestly. One of the oldest roads in the area, it led along a ridge in the mids of big sand hills which covered the area all the way to Chicago, and for that reason was called Ridge Road.

The stage line from Chicago to Detroit led along Old Ridge Road with a stop at an inn at what it is now Front and Main in Hobart.

Hobart once owned its own electric light and water plant. In 1898 the town built an electric generating plant on New Street between Third and Fourth streets. The plant also drew water from wells (and in emergencies, from Duck Creek) for a municipal water supply. Steam generated by the plant was piped to some of the buildings in town for heating.

Hobart Light and Water Co. was owned by the city until 1930, when it was sold to Midland United, the holding corporation for Northern Indiana Public Service Company.

NIPSCO continued to provide water as well as electric and gas service in Hobart until 1952, when

the water properties were sold to Gary-Hobart Water Corporation.

Hobart's oldest cemetery is the small burial ground located on S. Lake Park Avenue near 12th Street. It was already there when the land was first surveyed in 1841. Early settlers in the south Hobart area used the burial ground until about 1859, when the Hobart Cemetery on Front Street opened. Later a few Civil War veterans were laid to rest there, and in the 1930s it was used briefly as a paupers burial ground.

In 1976 the cemetery was restored as one of Hobart's American Revolution Bicentennial projects and named the Old Settlers' Cemetery. It is now maintained by the Hobart Township trustee. Each Memorial Day the American Legion places flags on the graves of Henry Sylvester Smith, a Mexican War veteran, and Manly Colburn and George and Charles Carothers, all veterans of the Civil War.

Hobart once had an amusement park?

In 1912 a group of local businessmen incorporated to build the Lake George Amusement Park. They rented 5 acres of land in what is now Pavese Park

and proceeded to construct an open-air dance pavilion and a roller coaster. Although the park opened in July, the "Figure 8" roller coaster did not open until late August and then only with a couple of the five cars running.

The park and roller coaster operated holidays and weekend through September 1912. The owners hoped to attract visitors from other cities in the area who could reach the park via the streetcar line that was then being constructed from Gary to Hobart.

Unfortunately, the streetcar line went out of business after only a month of operation. It would take two more years before Hobart got regular streetcar service. Meanwhile, the Lake George Amusement Park never reopened after its first season. The roller coaster, fire-damaged and deteriorating from the weather, was torn down in 1917.

Dennis Rittenmeyer, a Hobart product, is president of Calumet College of St. Joseph.

Ex-Brickie Bob Kuechenberg played on the undefeated Miami Dolphin 1973 Super Bowl championship team.

Hobartite Tom Dettweiler, an engineer with the Woods Hole Oceanographic Institute, helped design the underwater machinery that eventually located the ill-fated ocean liner *Titanic*.

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HOBART LOOKS BACK: 1847-1997



WHERE THE BRICKIES REALLY HAD THEIR START--The Kulage Brick Works, located south of the Pennsy tracks at Old Ridge Road and Lake Park Avenue, underwent a major expansion in 1894. One of Hobart's major employers at the time, it provided 45 jobs when operating at capacity. Sold in 1919 to E.A. Morse, it operated sporadically for another decade before closing for the final time. (Photo courtesy Hobart Historical Society)

Hobart buildings earn spot on county survey

More than 200 properties in Hobart were listed in the 1996 Lake County Historic Sites and Structures Inventory, according to a report issued by Historic Landmarks Foundation of Indiana (HLFI).

To qualify for listing, properties must be 50 years old or older, have historical significance and/or architectural merit and have architectural integrity, meaning the property has not been significantly altered.

Nine properties received Outstanding ratings: the Pennsy Station; the Hobart Historical Society Museum; the Rifenburg House, 135 Center St.; First United Methodist Church; the former First Church of Christ Scientist; the Roper/ATS building at 135 Main St.; the Scriba farm; and Nine Oaks, 3194 N. County Line Road.

The Outstanding rating means the properties contribute to the continuity of the area's historic fabric and are listed or should be listed in the National Register of Historic Places.

Seventeen properties received ratings of Notable, meaning that they meet the criteria of the inventory, contribute to the continuity of the area's historic fabric, and are above average in importance.

These properties include the Friedrich Building, 614-618 E. Third St.; Fiester Building, 236-238 Main; First State Bank, 301 Main; Hobart Post Office; and the Masonic Temple.

Other Notable properties include the Doughboy Monument; houses at 240 N. County Line Road, 2100 E. Cleveland, 220 N. Lake Park Avenue, 10 N. Hobart Road, 205 and 214 East St., 327 Center, 5200 S. Liverpool, and 150 E. 10th; the M.W. Brown House at 918 Home Avenue; and a farm at 4795 E. 53rd Avenue.

The Lake County survey was part of a federal

program administered by the Indiana Dept. of Historic Preservation and Archaeology (DHPA). HLFI conducted the survey in the summer of 1994, using a staff of nine architectural historians who identified and photographed sites and structures of historical and architectural significance.

Data from the survey is used by the DHPA in administering state and federal programs for historic preservation and environmental review. It is

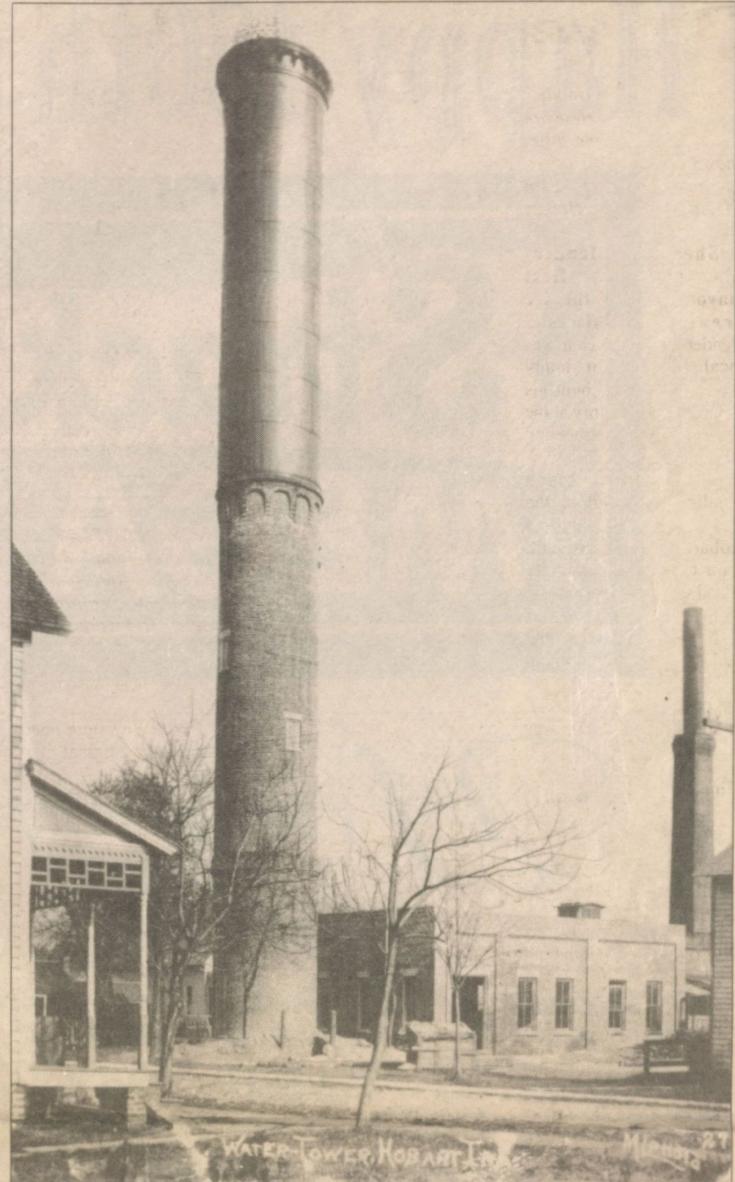
also used by other governmental agencies and organizations involved in project planning and development and by others interested in the development and preservation of the area's cultural heritage.

The published report includes 8,590 structures and is almost 500 pages in length. Copies may be purchased at the Hobart Historical Society Museum, open Saturdays from 10 a.m. to 3 p.m.

--Hobart Historical Society

Harold E. Thompson of Hobart set a then-world record in 1949 when he reached 129.6 miles in a

helicopter. That speed was measured for an area of 1 7/8 miles.



PROVIDING THE POWER--The Hobart Light and Water Co. was built in 1898, and lights were turned on for the first time in the city in February of that year. The first building wired was Gordon and Buchanan's Drug Store, now the Bright Spot Restaurant on Main Street. In 1930 the Midland United Co., which then owned NIPSCO, bought Hobart Light and Water. In 1952 the water property was sold to the former Gary-Hobart Water Corp. (Photo courtesy of the Hobart Historical Society)

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